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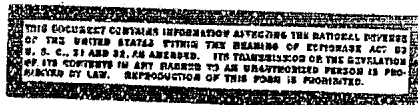
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SOVIET GOVERNMENT DECREES  
VOLGA-DON CANAL OPEN FOR TRAFFIC ON 27 JULY 1952

[Numbers in parentheses refer to appended sources.]

After the Council of Ministers USSR examined the report of completion submitted by the builders of the Volga-Don Canal and the report of inspection and acceptance of the State Committee headed by K. M. Sokolov, it decreed that the Volga-Don Canal, the Tsimlyanskaya GES, and the structures for irrigation of the first 100,000 hectares of arid lands in Rostov Oblast had been constructed and put into operation within the prescribed period of time.

The following structures were built during 1949 - 1952:

1. The 101 kilometer-long Volga-Don Navigable Canal, including 13 locks, 3 pumping stations, 13 dams, 7 spillways and water outlets, 2 emergency water gates, 8 bridges, ferrying facilities, mooring berths, wharves, and a 100 kilometer-long highway along the canal.
2. The Tsimlyanskaya Hydraulic Center, including a 12.75 kilometer-long earthen dam, a concrete spillway which is 495.5 meters long, a power plant, 2 locks and a 4.9 kilometer-long canal between them, an outer harbor, the head structure of an irrigation canal, and a railroad and highway on top of the dam.
3. The Main Don Irrigation Canal, which is 27 kilometers long from its head structure, built into the dam of the Tsimlyanskaya GES, to the head structure of the Lower Don Distributing Canal. The Lower Don Distributing Canal is 72.9 kilometers long and the Azov Distributing Canal 92.2 kilometers long.
4. New railroad lines with a total length of 174 kilometers from the Morozovskaya Station of the Stalingrad Railroad System to the Tsimlyanskaya Hydraulic Center, and from the latter to the Kuberle Station of the same railroad system.

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Building the above structures involved 152.1 million cubic meters of earth-work (excavating and filling), 2.96 million cubic meters of reinforced concrete and plain concrete, facing work on 2.9 million square meters of the canal slopes, 1.6 million cubic meters of stone banks, filters, and drains, 16,000 tons of metal sheet piling and 44,000 tons of metallic structures and mechanisms.

The powerful and highly productive machinery and equipment employed in the work were all made in the USSR.

The scientific and engineering problems in hydraulics solved in the course of the construction included building large hydroengineering structures on soils of complex geological structure, a high-speed method of building up earthen dams, extensive use of facilities for keeping the ground water level down, and others.

Few cadres of skilled workers trained on the construction included operators of excavators, scrapers, suction dredges, cranes, and also fitters and assemblers, concreters, steel reinforcement setters, etc. In addition, engineers and technicians capable of organizing work efficiently were trained.

Large orders for the manufacture and installation of metallic structures, machinery, and equipment were filled by the plants and installation organizations of the Ministries of Electric Power Stations, Heavy Machine Building, Electrical Industry, Machine and Instrument Building, Construction- and Road-Machine Building, Transport-Machine Building, Construction of Heavy Industry Enterprises, Railways, Construction of Machine-Building Enterprises, and other ministries.

The completion of the work on the canal insured the inclusion of the White, Baltic, Caspian, Azov, and Black seas into a single waterway system and made the beginning of transportation of coal, lumber, cement, petroleum, and grain through the system possible in 1952.

The Council of Ministers mentioned that the completed work assured the use of Don River waters for the irrigation of 100,000 hectares of arid lands in Rostov Oblast in 1952, as well as the future irrigation of an additional 650,000 hectares and the supply of water to 2,000,000 hectares of arid and semidesert lands in Rostov and Stalingrad oblasts, using the cheap electric power of the Tsimlyanskaya GES.

On 10 July 1952, the Council of Ministers USSR decreed:

1. The opening of the Volga-Don Canal for navigation on 27 July 1952 and the establishment of regular passenger and freight service through the canal from that date. It also ordered the operation of the Tsimlyanskaya GES to begin, and also the first completed portion of the irrigation system.

The Council of Ministers USSR delegated Z. A. Shashkov, the director-general of the river fleet, to officiate at the opening of the canal.

2. The Council of Ministers USSR charged the Ministry of the River Fleet with the task of establishing regular passenger and freight transportation service on the Moscow - Rostov and Stalingrad - Kalach waterways, and of organizing local shipping based on the ports of Stalingrad, Rostov, Tsimlyanskaya, and Kalach. It also made the ministry responsible for fulfilling the plan for transportation of passengers and goods in 1952.

3. The Council of Ministers USSR decreed that the electric power generated by the Tsimlyanskaya GES must be utilized in accordance with a previous government decision calling for fulfilling the needs of agriculture and industries,

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including the use of electric power for ploughing and for the mechanization of labor-consuming operations in animal husbandry, and other branches of kolkhoz and sovkhoz activities.

4. The Volga-Don Canal has been named Volga-Don Navigable Canal in honor of V. I. Lenin in accordance with a ukase of the Presidium of the Supreme Soviet. (1)

Since the depth of water in the lower Don does not compare with the depth of water in the Volga River and the Volga-Don waterway to any degree, the Don between Tsialyanskaya Reservoir and Rostov will have to be improved by building locks. This work is a continuation of the Volga-Don Canal project and will be carried out in future years. In the meantime, it will be necessary to use some of the water in Tsialyanskaya Reservoir to keep the lower Don navigable. (2)

SOURCES

1. Moscow, Bibliotekar', No 7, Jul 52
2. Vil'nyus, Sovetskaya Litva, 31 May 52

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